

DART

PREPARED J. BRADLEY	DART AERO ACCESSORIES INC VICTORIA INTERNATIONAL AIRPORT, CANADA
APPROVED <i>J. Bradley</i>	DEO 9021
DATE 94.11.17	REV.: A SHEET 1 OF 22 Kwik-Float Ammendments

ENGINEERING ORDER

AMENDS STA SH92-65
AMENDS STC SH1057NE

FOR OPTIONAL FORWARD BELLY LOCATION OF GAS CYLINDERS

AMEND DRAWING D206-590:

INCORPORATE Helitech Pty, Ltd. Drawing BHA/DRA/469 (Sheets 2-10 of DEO 9021)

AMEND INSTALLATION INSTRUCTIONS IIN D206-590

AMEND MAINTENANCE MANUAL SUPPLEMENT MMS D206-590:

INCORPORATE Helitech Pty, Ltd. MANUAL AMENDMENTS (Sheets 11-15 of DEO 9021)

AMEND FLIGHT MANUAL SUPPLEMENT FMS D206-590:

REPLACE FMS D206-590 Page 7 WITH REVISED Page7 (Sheet 16 of DEO 9021)

FOR COMPATABILITY WITH BELL SERVICE BULLETIN 206-94-78

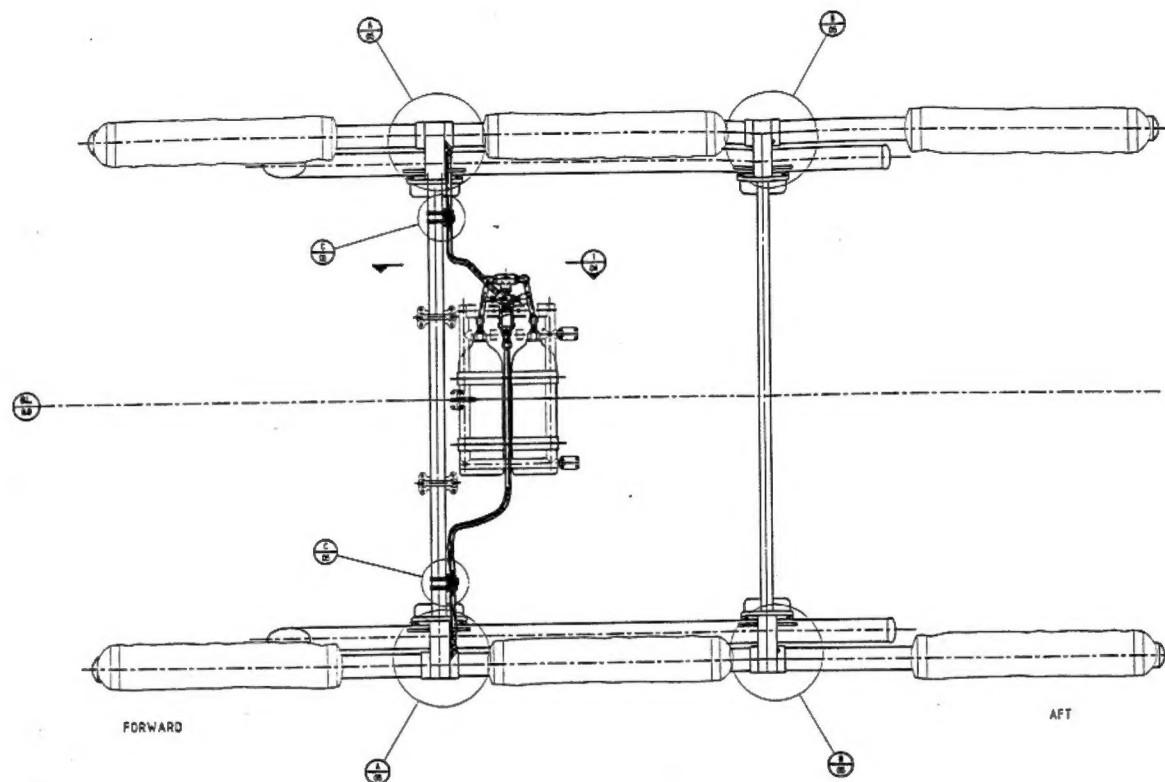
INCORPORATE Helitech Pty, Ltd. SERVICE BULLETIN 358-94-02 (Sheets 17-22 of DEO 9021)

TRANSPORT CANADA AIRWORTHINESS DIVISION PACIFIC REGION
APPROVED <i>E. G. Edwards</i>
BY: E. G. EDWARDS P. ENG.
DAR #: 191M DATE: 2 NOV 94
APPROVAL NO.: SH92-65

DEO 9021

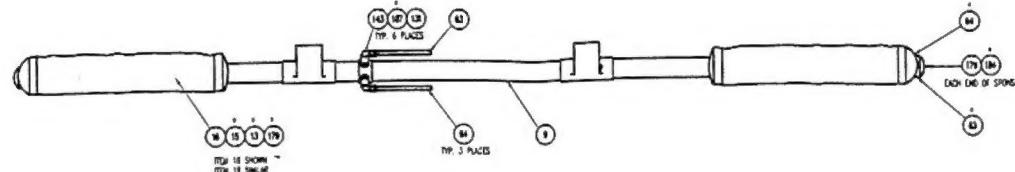
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DRAWING CHANGES			
REV.	DRWG. CHANGE NOTE	DATE	REVISION DESCRIPTION / REASON
1	Original Drawing		ORIGINAL ISSUE
2	SWA/DRWG-00-00-00	11-03-94	UPDATE
3	SWA/DRWG-00-00-00	11-03-94	UPDATE OF INFORMATION



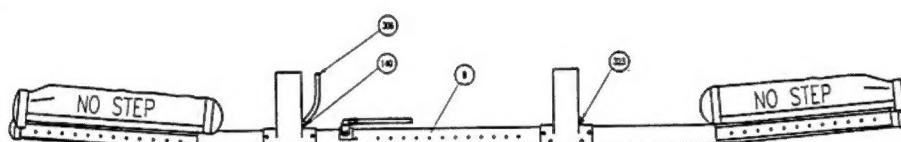
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DRAWING CHANGES		
REV.	DATE	REVISION DESCRIPTION / REASON
1	Original Issue	ORIGINAL ISSUE
2	11-03-94	UPDATE
3	11-03-94	UPDATE OF INFORMATION



FORWARD

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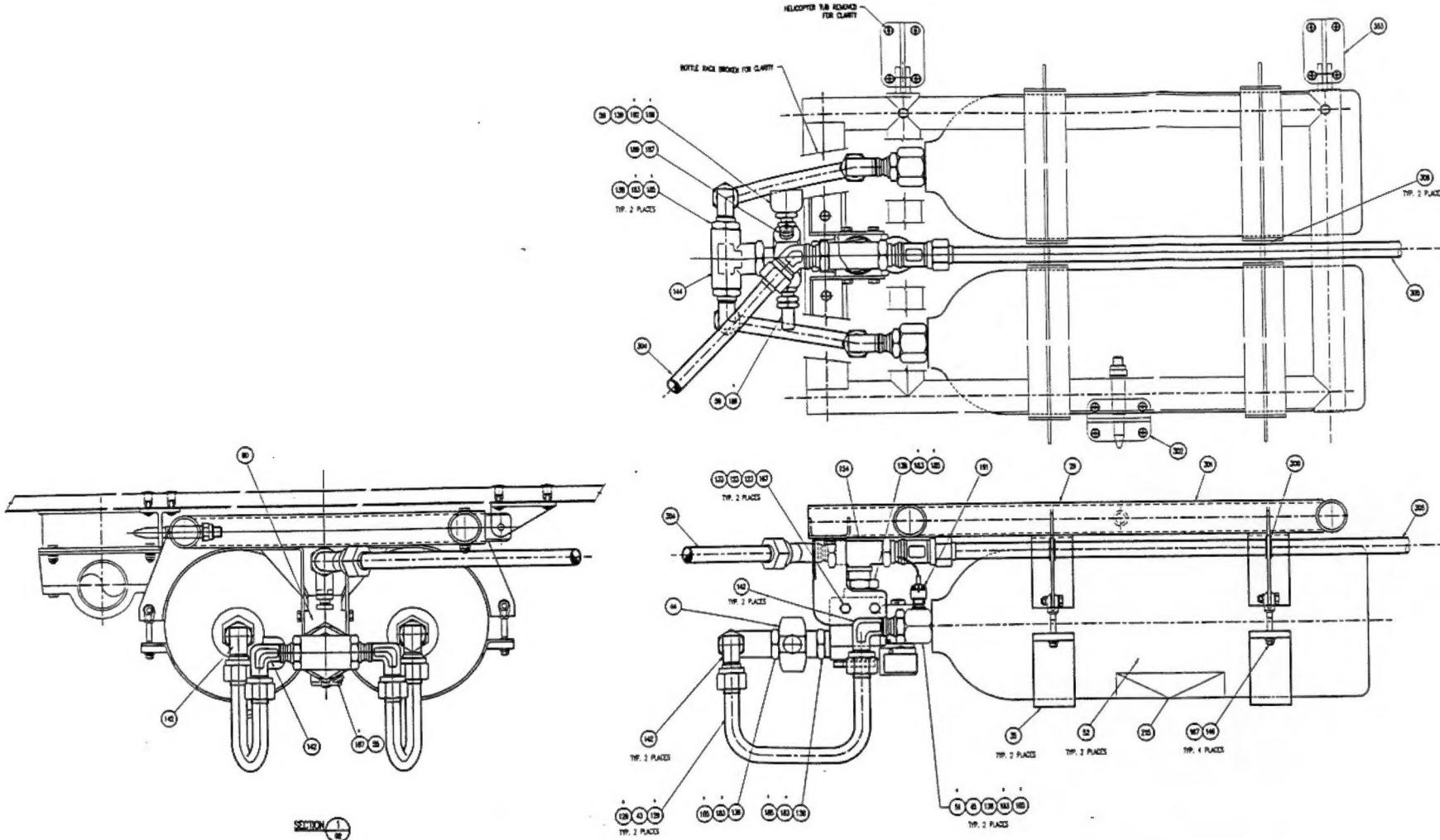


SPONSON ASSEMBLY

Reference drawings	MANUFACTURING OPERATIONS	MATERIAL	DIMENSIONS IN	U.N.O.	AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.	DRAWS	Drawn Directly	Client
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	ANGULAR TOLERANCES (A.A.D. W.L.S.)	STAINLESS STEEL	SECTION	PRINTED COPY SPLICED REPORTS IN A DRAWING SHEET INTERFERED IN UNINTENDED. THIS DRAWING AND THE DESIGN CONTAINED THEREIN REMAINS THE PROPERTY OF AERONAUTICAL DESIGNS AUSTRALIA AND AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD. IT MAY NOT BE COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM THE OWNER.	THREE ANGLE PROJECTION	CHECKED		
					PLUTER BY	11-03-94	Drawing Number BHA/DRA/469-03	

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1	Original Issue	ORIGINAL ISSUE					
2	BW/ABU-00-00-003	08-03-04	UPDATE ITEM NO.5	REV	TIME, CHANGE MADE	DATE	REVISION DESCRIPTION / REASON
3	BW/ABU-00-00-003	11-03-04	UPDATE OF INFORMATION				



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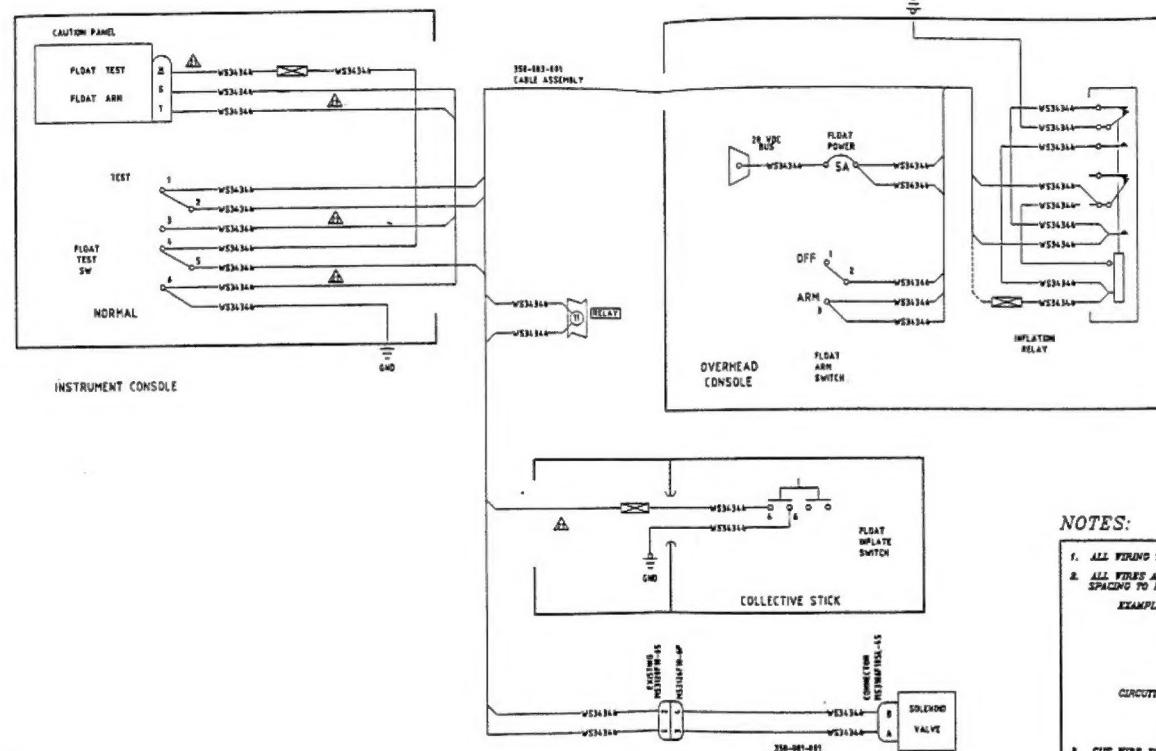
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										DRAWING CHANGES	

REV: DATE CHANGE NOTE DATE VERSION DESCRIPTION / RELEASE
1 Original Issue ORIGINAL ISSUE



⚠ WIRE STORED IN AIRCRAFT S/N. 914 AND SUBSEQUENT AIRCRAFT. CUT WIRE SUPPLIED AND TERMINATE IN STORED SPLICES (OR DISCARD KIT WIRES WHERE ADDED LENGTH IS NOT REQUIRED).

APPLICABLE TO AIRCRAFT SERIAL NUMBERS 1658 & SUBSEQUENT No's

NOTES:

1. ALL WIRING TO MIL SPEC: MIL-W-81044.
2. ALL WIRES ARE MARKED WITH IDENTIFICATION LETTERS AND NUMBERS. SPACING TO BE BETWEEN Stitches and Stitches APART.

EXAMPLE: -W53434-

W = CIRCUIT IDENTIFICATION
T0 = WIRE NUMBER
C = WIRE SEGMENT NUMBERS
S2 = WIRE SIZE
M = GROUND

CIRCUIT IDENTIFICATION LETTERS

L = LIGHTING
W = WARNING
E = EMERGENCY CIRCUIT

3. CUT WIRE FURNISHED IN KIT CABLE AND TRIMMATE IN STORED SPLICES OR DISCARD KIT WIRES WHERE ADDED LENGTH NOT REQUIRED.
4. WHEN INSTALLING KIT IN AIRCRAFT S/N. 914 TENS 1657, LIGHT P/N. 8F0000-82 IND LT AND LIGHT P/N. 8F0000-82 IND LT MUST BE ORDERED SEPARATELY.

Reference drawing	MANUFACTURING OPERATIONS			MATERIAL	DIMENSIONS IN		U.N.O.	AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.		Drawn	Made by	Date	HEЛИТЕХ PTY. LTD.	
H	ALL DIMENSIONS TO BE MET AFTER PLATING. REMOVE ALL SWARFS. BREAK ALL SHARP CORERS. GROUT-GLUE COPPER-GLUE.	SURFACE FINISHING: WIRE REMOVES ALL SWARFS AND BREAK ALL SHARP CORERS. GROUT-GLUE COPPER-GLUE.		MATERIAL				DRAWN BY: <i>[Signature]</i> APPROVED FOR PRODUCTION BY: <i>[Signature]</i> APPROVED FOR PRODUCTION BY: <i>[Signature]</i>					BELL 206 A & B HELICOPTER BOTTLE RACK MODIFICATION WIRING DIAGRAM - SHEET 2.	
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6. WEIGHT AND BALANCE

Weight and balance is to be carried out by an approved Weight and Balance Officer.

Note: With the float sponsons and reservoir rack installed, balance aircraft toward forward limit of the empty weight Centre of Gravity chart, so that when float sponsons and reservoir rack are removed, the centre of gravity limits are not exceeded.

7. REMOVAL & INSTALLATION PROCEDURE FOR FLOAT SPONSONS & RESERVOIR RACK ASSEMBLY

- (a) Unclip camlocks and release the two quick disconnect fittings at aft side of forward crosstube. Disconnect fittings (see instruction engraved in couplings) and install plastic blanking caps to each half of the couplings. Reclip camlock.
- (b) Remove four pip pins from each sponson and lift sponson clear of skid gear brackets. Reinstall pip pins in sponson and store sponson in safe place.
- (c) Disconnect cannon plug at J180 (forward tub/fuel cell junction) and install blanking cap on open socket. Support reservoir rack assembly, remove two pip pins. Lower and slide rack assembly aft to disengage forward spigot from helicopter structure. Reservoir rack should be stored in safe place until required for reinstallation.
- (d) Reverse procedure is to be used to reinstall reservoir rack and sponsons.

Caution: When sponsons are not installed, step supports 206-031-370(4) and flight step may be installed, but these must be removed whenever Kwik Float sponsons are installed.

8. MAINTENANCE

Maintenance of the Kwik-Float system is divided into the following categories:

- 8-1 Daily – with Provisions only installed
- 8-2 Daily – with complete Kwik-Float Kit installed
- 8-3 180 Days
- 8-4 12 Months – with Provisions and/or complete Kwik-Float Kit installed
- 8-5 3 Yearly – Reservoir Assemblies only

8.1 DAILY INSPECTION:

With Kwik Float Provisions only installed, perform the following daily inspection:

1. Ensure all four crosstube brackets are secure and lockwired.
2. If Kwik-Float is not installed, ensure Kwik-Float electrical connector blanking plug is in place.

8.2 DAILY INSPECTION:

With complete Kwik-Float Kit installed, perform the following daily inspection:

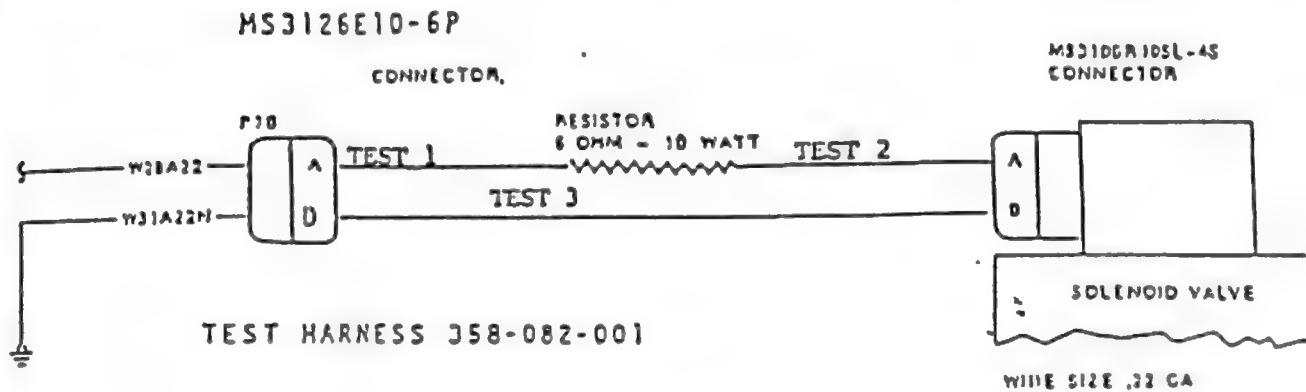
1. Ensure Reservoir Rack is securely installed with electrical connector in place and reservoir pressure at correct value for temperature of day.
2. Ensure LHS and RHS float sponsons are securely pinned in place with all eight Pip Pins correctly positioned and locked.
3. Check helicopter landing gear crosstubes for condition, with particular attention to area where crosstubes attach to fuselage.
4. Check all six float covers for security and condition.
5. Check condition of float sponson tubes for deformation and security.
6. Ensure quick-disconnect couplings at LHS and RHS aft crosstubes locations are correctly coupled (see engraved instructions on coupling body) and secured in place with cam lock fastener clamps.
7. Check aft crosstube flex hoses for condition. They must be free of all kinks and distortions.

8.3 180 DAY INSPECTION:

Note: This inspection must be carried out on complete kit, whether installed on helicopter or in storage.

1. Check condition of reservoir rack and attach fittings for condition and security. Make sure reservoir pressure is at correct value and attach assy to helicopter for test. Inspect reservoirs for any damage to fibre wrapping – any damage is cause for replacement.
2. Disconnect hose fittings at AS1039J-08-08-12 "T" fitting and install AN929-8D Cap Assy at each side of "T" fitting.

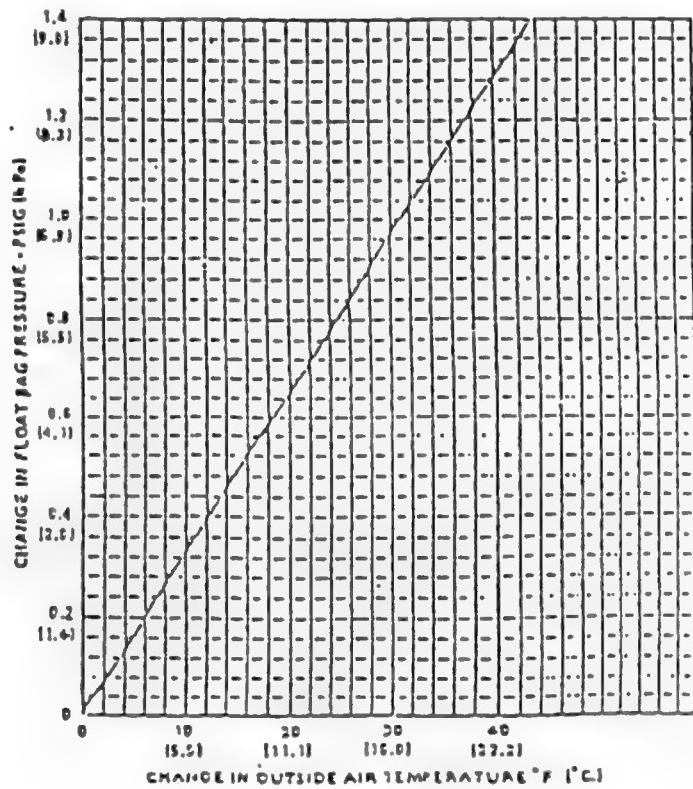
3. Fabricate test harness P/N 358-082-001 as per figure below. Note: resistor tolerance is not to exceed 5%. If test harness is not available, a regulated power supply can be employed. Adjust unit to 18 VDC output.



4. Connect test harness between solenoid valve and P190 at forward tub/fuel cell junction. Check aircraft battery for a minimum output of 22 VDC and a maximum of 24 VDC. Place battery switch and float power switch in the "on" position. Activate the float inflate switch on the pilots collective stick. Solenoid activation will be indicated by an audible rush of air from the atmospheric port of the valve. Turn float power and battery switch "off". Back off one AN929-8D cap assembly and allow the valve exhaust chamber pressure to bleed off. If exhaust chamber is not pressurized, retorque cap and repeat test.
 5. If valve fails to operate, discharge system pressure and replace solenoid valve.
 6. If solenoid valve operation is satisfactory, remove both AN929-8D cap assemblies and reconnect hose assemblies. Remove test harness and install original cable assy to reservoir assy.
 7. Check condition of float sponson tubes and their attaching brackets. Also check all 8 pip pins for correct operation and positive locking.
 8. The following test may be done on the helicopter, or with the sponson removed from the helicopter:

Unclip all six float covers and inspect for condition. Disconnect hose at aft sponson attachment casting and supply regulated dry shop air to this port with pressure gauge on-line. Inflate system until gauge reads 2 PSI. Reconnect the flex hose.

9. With all floats inflated, check sponson tube, swivel fittings and hoses for leakage and security.
10. Check all floats for any visible damage or porosity, paying particular attention to seams, fitting doublers and attachment skirts.
11. Floats must remain inflated to 1.6 P.S.I. For a minimum of six hours. When oat varies over this test period, refer to graph below.



NOTE: METRIC UNITS IN PARENTHESES.

12. Check all hoses and swivel fittings for leakage and security.
13. If floats pass pressure test, deflate using deflation tool or suitable vacuum cleaner. Verify all manual valves are closed prior to packing floats. Fold each end towards centre of float and roll floats into tightest possible bundles, finishing on top centre of sponson tube. Clip float cover in place. Repeat same procedure for each float.

Note: Evacuation is important, evacuation may be considered complete when it is difficult to separate the fabric surfaces.
14. If float requires repair to any area within 2" of any seam, doubler or attachment skirt, the float must be returned to manufacturer. All other repairs may be carried out provided the hole, tear or porous area does not exceed 2" in length or fall within 6" of another repair. Only the approved Kwik-Float Repair Kit and adhesives are permitted to be used.

8.4 12 MONTH INSPECTION:

1. Carry out complete daily inspection.
2. Remove end plugs from sponson tubes and inspect internal surface of tubes for foreign debris, corrosion or distortion.
3. Reinstall end caps using new "o" ring packings (item 184). Seal between tube and end cap boss with PR1422. Allow to cure before carrying out further inspections.
4. Carry out complete 180 day inspection.

8.5 3 YEARLY INSPECTION:

1. The reservoir assemblies must be hydrostatically tested every 3 years from date of manufacture stamped on neck of bottle.
2. After completion of hydrostatic test, reassemble reservoir assy and carry out complete 12 month and 180 day inspection of the float system.

DART AERO ACCESSORIES INC

FMS D206-590
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SECTION 5 - GENERAL INFORMATION

WEIGHT AND BALANCE INFORMATION

DESCRIPTION	WEIGHT pounds	ARM inches	MOMENT inches
SPONSORS LH & RH	102 lb	99 in	10098
CYLINDER RACK ASSY (CARGO HOOK POSITION)	61 lb	107 in	6527
CYLINDER RACK ASSY (FWD BELLY LOCATION)	61 lb	84.5 in	5156
FWD CROSSTUBE MOUNTS	7.8 lb	72 in	562
AFT CROSSTUBE MOUNTS	7.8 lb	126 in	983

KWIK FLOAT SERVICE BULLETIN

NO: 358-94-02
DATE: 17 NOV 1994
PAGE NO: 1 OF 7

HELITECH PTY LTD
PO BOX 138
HAMILTON CENTRAL QLD 4007

DESCRIPTION: All Bell 206A/B series helicopters fitted with Kwik Floats Kits with Serial Numbers 91801 to 91808 and have had incorporated Bell Helicopter Textron Alert Service Bulletin 206-94-78.

SUBJECT: **ALTERATIONS TO KWIK FLOAT KITS DUE TO COMPLIANCE WITH BELL HELICOPTER TEXTRON, ALERT SERVICE BULLETIN 206-94-78.**

CROSS TUBE SUPPORTS, MODIFICATION;
P/N 358-013-001.

BACKGROUND: Bell Helicopters Textron raised Alert Service Bulletin 206-94-78 to prevent possible failures in service of the landing gear cross tube assemblies due to fatigue. Fitment of the new cross tube assembly, as per the Alert Service Bulletin results in the current part number Cross Tube Supports being incompatible with this new skid tube assembly.

This requires the Cross Tube Support to be modified to account for the re-positioning of the Cross Tube to Saddle attachment bolts.

COMPLIANCE: Remove, modify and reinstall Cross Tube Support, P/N 358-013-001 (Qty 4 per kit) in conjunction with compliance with Bell Helicopter Textron Alert Service Bulletin 206-94-78. The new part number designation of the modified Cross Tube Support will be P/N 358-013-001A.

AVST CAA
CAA APPROVAL: The engineering design aspects of the bulletin are approved pursuant C.A.R. 35. Details of which are held at Helitech Pty Ltd.

MANPOWER: Man-hours are based on "hands on" time. Elapsed time to accomplish the required modification tasks may vary due to manpower and facilities available to the operator. Approximately 2 man-hours is required to accomplish this Bulletin.

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MATERIAL: The following materials will be required to accomplish this bulletin and may be procured from Helitech Pty Ltd Supply Department or may be procured locally:

Part Number	Description	Quantity
AN960PD515	Washer	16
AN5-34A	Bolt	8
MS21042LS	Nut	8

SPECIAL TOOLS: None Required

WEIGHT & BALANCE: Not Effected

ELECTRICAL LOAD DATA: Not Effected

- REFERENCES:**
1. Bell 206 "Kwik-Floats" Emergency Floatation System - Installation and Maintenance Instructions. (Ref : STC SH1057NE)
 2. Bell Helicopter Textron Alert Service Bulletin 206-94-78

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove sponsions I.A.W Installation and Maintenance Instructions.
2. Remove AN5-13A bolts attaching cross tube supports to saddles.
3. Remove AN5-36A bolts attaching cross tube supports to cross tube brackets and clamping cross tube brackets to the skid cross tubes.
4. Remove cross tube supports and brackets from skid cross tubes ensuring all washers and spacers associated with the installation are retained.

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5. Modify Cross Tube Supports I.A.W. attached Drawing 358-94-02A by machining lower attachment bolt holes. The machining process will elongate the holes to 0.438 inches or 11.125 mm.

Add suffix "A" to support part number using an electric pencil and then restore the paint finish.

6. Carry out Bell Helicopter Textron Alert Service Bulletin 206-94-78.
7. Carry out the installation from step 2 in the Installation Procedures onward with the following changes:

◆ Replace all references to AN5H13A bolts with AN5-34A bolts. This bolt will pass entirely through the saddle and cross tube.

NOTE: To maintain clearance between Cross Tube Brackets, Part Numbers 358-011-001 and Part Number 358-012-001 and the new Cross Tubes, the thickness of Packings, Part Numbers 358-052-001, 358-053-001, 358-054-001 and 358-005-001, may need to be adjusted (Ref Bell 206 "Kwik-Floats" Emergency Floatation System - Installation and Maintenance Instructions).

DOCUMENTATION:

Make the appropriate log book entry indicating that the modification has been made in accordance with this service bulletin.

WARRANTY: Not effected if the modification is carried out I.A.W this Service Bulletin.

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AUTHORITY: This bulletin is prepared, checked and authorised by:

Prepared By	Checked By	Authorised By
G. TENBRINK Engineer	N. HETHERINGTON Senior Customer Service Representative	P. FLYNN Quality Manager

AERONAUTICAL DESIGNS AUSTRALIA PTY LTD.

UNIT 2/672 SHERWOOD Rd. (P. O. BOX 104) SHERWOOD, BRISBANE QUEENSLAND AUSTRALIA 4075

PHONE (07) 3791899 FAX (07) 379 1732
INTERNATIONAL PHONE 61 7 379 1899
INTERNATIONAL FAX 61 7 379 1732

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APPROVED pursuant to a direction given by regulation of The Civil Aviation Regulations.

for and on behalf of
AERONAUTICAL DESIGNS AUSTRALIA PTY LTD
C.A.A. APPROVAL NO 3061
A.C.N. 016 948 200

Date Design & Signatory

ENGINEERING ORDER E.O. - 1178

AIRCRAFT TYPE	REGISTRATION
BELL 206 A/B	
TITLE	
SKID ATTACH CASTINGS MODIFICATION	

NOTES

This E.O. authorises the manufacture of parts detailed on the listed drawing for use on Bell 206A helicopters only. These parts are produced so that the float kit may be used in conjunction with Bell 206A modified skids, detailed in bell service bulletin 206-94-78.

This change is also detailed in Helltech Pty Ltd Service Bulletin 358-94-02.

The part number changes

Previous	Replacement
358-013-001	358-013-001A
358-011-001	358-011-001A

DRAWINGS / REPORTS ETC

DRAWING / REPORT No.	R	DESCRIPTION
BHA/DRA		Kwik float castings

